

CLASSIFICATION SECRET

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East Germany

REPORT NO.

TOPIC Central Motor Vehicle Repair Shop in Berlin-Oberschoeneweide

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EVALUATION PLACE OBTAINED 25X1A

DATE OF CONTENT November 1952 to June 1953

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DATE OBTAINED DATE PREPARED 6 August 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. Between November 1952 and June 1953, there was no change in the production capacity of the Central Motor Vehicle Repair Shop in Berlin-Oberschoeneweide. Workers hired in January 1953 were assigned to the production of motor blocks and motor heads, because the department involved was understaffed. 25X1

25X1 [ ] that raw materials required for the manufacture of motor blocks and motor heads were delivered to the installation from Czechoslovakia and Austria. The material arrived in the form of ingots 50 x 10 x 6 cm. Sizeable quantities of raw material arrived in December and January. Incoming shipments observed after February included eight boxcarloads of raw materials from Austria besides five truckloads of scrap and parts of old engines from the zone in March; and 25 and 45 carloads from Austria in May and June respectively. 1  
About 600 six-cylinder motor blocks for ZIS and Dodge motors were manufactured every month at the NAG department. In previous years, motor blocks for ZIS, Dodge, Chevrolet, Studebaker, and jeep engines were manufactured. 2  
About 230 workers were employed in the motor block-foundry where four large furnaces were in operation.

2. Thorough overhauls performed from November through June included:

40	repair shop trucks,	10	jeeps,	and	300	motors of various types	in November;
45	"	15	"		350	"	in December;
35	"	10	"		450	"	in January;
30	"	10	"		400	"	in February;
15	"	35	"		420	"	in March;
		35	"		380	"	in April;
		35	"		400	"	in May;
					400	"	in June.

Since mid-March, Zeesen has no longer delivered chassis for repair shop trucks. The fitting-out of these trucks will henceforth be done at Zeesen. In the previous months, the superstructures required for repair shop trucks had been made at Oberschoeneweide. Every such truck which underwent overhaul at the installation was returned to Zeesen with a new superstructure. 3 On 1 June, the repair of jeeps was transferred from Oberschoeneweide to Zeesen. However, by the end of the month this transfer was not completed. It was not yet clear whether all the machinery and equipment previously used for repair work on jeeps was also to be moved to Zeesen.

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3. Equipment newly manufactured at the installation during the period under review included:
- 400 blocks for ZIS and Dodge engines besides a sizeable number of axles and gears in November;
  - 400 blocks for ZIS motors and 100 blocks for Dodge motors besides a sizeable quantity of tools and repair shop equipment, in December;
  - 500 blocks for ZIS motors and 100 blocks for Dodge motors, 100 motor heads, 35 rear and 30 front axles for jeeps, 35 gears, and 40 steering units for jeeps, 150 boring machines, 200 vises, and 50 cardan shafts, in January;
  - 500 blocks for ZIS and 200 for Dodge motors, 800 motor heads, 200 cardan shafts, 400 spare wheel carriers, 35 lathes, 100 tool cupboards, besides 100 work benches for repair shop trucks, and 50 mobile cranes, in February;
  - 580 blocks for ZIS and 200 for Dodge motors, 800 motor heads, 40 superstructures for repair shop trucks, 250 cardan shafts, 200 boring machines, 10 milling machines, 100 field forges, 40 lathes and 50 work benches, in March;
  - 600 blocks for ZIS and 200 blocks for Dodge motors, 800 motor heads, 30 superstructures for repair shop trucks, 400 cardan shafts, 200 boring machines, 40 lathes, 100 work benches, 100 field forges, 150 ZIS brake drums, and 150 spare wheel carriers, in April;
  - 450 blocks for ZIS, 200 for Dodge and 100 for Willys motors, 750 motor heads, 30 superstructures for repair shop trucks, 200 Cardan shafts, 150 boring machines, 40 lathes, 50 work benches, 50 tool cupboards, 100 field forges, 100 ZIS brake drums, 150 oil pumps, in May;
  - 350 blocks for ZIS and 200 for Studebaker motors, 600 motor heads, 35 superstructures for repair shop trucks, 150 Cardan shafts, 100 boring machines, 45 lathes, 50 work benches, 50 tool cupboards, 100 field forges, 200 ZIS brake drums, 100 oil pumps, and 100 spark plug testers, in June.
4. Of the motors overhauled at the installation the following numbers were returned to Zeesen:
- |           |            |         |                |              |
|-----------|------------|---------|----------------|--------------|
| 71 motors | for Soviet | and 122 | for US trucks, | in December; |
| 125       | "          | 275     | "              | in January;  |
| 140       | "          | 300     | "              | in February; |
| 130       | "          | 215     | "              | in March;    |
| 190       | "          | 130     | "              | in April;    |
| 160       | "          | 237     | "              | in May;      |
| 170       | "          | 225     | "              | in June.     |
5. Of the motor blocks, equipment for repair shop trucks and other spare parts manufactured at the installation during the reported period, the following quantities were delivered to Soviet installations:
- 880 blocks for ZIS and 180 for Ford motors besides sizeable quantities of spare parts such as cogwheels, pistons, connecting rods etc to Ketschendorf, in December;
  - 800 motor blocks for ZIS, 170 for Dodge, and 30 for Ford motors, sizeable quantities of spare parts, and 50 tool cupboards to Ketschendorf, in January;
  - 200 ZIS, 200 Dodge and 100 Chevrolet motor blocks besides 500 boxes with spare parts to Ketschendorf, in February. On 23 February, 500 ZIS motor blocks were dispatched by rail to the USSR.
  - In March, 100 work benches and spare parts were sent to Ketschendorf; 6 superstructures for repair shop trucks to Neubrandenburg; and 500 ZIS motor blocks and 400 boxes with spare parts to the USSR;
  - In April, 200 Dodge motor blocks, 80 work benches and 80 tool cupboards were delivered to Ketschendorf; 50 Dodge motor blocks to Leipzig; and 100 superstructures for repair shop trucks to some undetermined places; 400 ZIS and 200 Dodge motor blocks besides 80 tool cupboards and 80 work benches were sent to the USSR.
  - In May, 200 ZIS motor blocks, 2 lathes, and 550 boxes with spare parts were delivered to Ketschendorf; 30 superstructures for repair shop trucks to Dresden; 400 ZIS motor blocks and 100 ZIS and 100 Dodge motor blocks with motor heads besides 300 boxes with spare parts to the USSR.
  - In June, 6 superstructures for repair shop trucks were sent to Cottbus; 10 and 14 such superstructures to Haldensleben and Jueterbog respectively; 7 carloads of ZIS and 2 carloads of Dodge motor blocks in addition to 2 carloads of motor heads and 1 carload of spare parts went to the USSR.

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- 25X1A 1. [REDACTED] Comment. Rail shipments of raw materials from Czechoslovakia and Austria, although reported for the first time, are believed possible.
- 25X1A 2. [REDACTED] Comment. Motors of foreign make date from lend-lease deliveries. In 1952, most of the obsolescent motor vehicles were deactivated. This explains why the production of motor blocks of foreign type was stopped at the installation.
- 25X1A 3. [REDACTED] Comment. A branch plant of the Oberschoeneweide repair shop is located at Zeesen. The two plants from the 53d Central Repair Shop, which is directly subordinated to the GDFG.
- 25X1A 4. [REDACTED] Comment. The largest motor vehicle spare parts and tire depot of the GDFG is located in Ketschendorf.
- 25X1A 5. [REDACTED] Comment. The report presents a good picture of the capacity of the installation. It confirms the opinion held by this office that all repair work on motor vehicles, inclusive of general overhauls, is being done in East Germany. Except for the motor vehicle replacement program executed in 1952 no rail shipments of motor vehicles to the USSR have been observed after 1951.

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